



The Labors *of* HERCULES

July 2007 - Spring 2008

AN EXHIBIT celebrating the history and restoration of the park's ocean-going steam tug *Hercules* celebrating her centennial 1907-2007. Video • Artifacts • Photography

San Francisco Maritime National Historical Park

The Labors of *Hercules* **Celebrating *Hercules* 100th Anniversary**

June 30, 2007 – Spring 2008

San Francisco Maritime National Historical Park, Visitor Center

***The exhibit was produced in-house by the
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A Special Thank You

To the following persons for offering historical accounts, along with photographs, artifacts and memorabilia from their personal collections: Joanie Morgan, Harold Sommer, Erik Olson, Harry Frank's family, and Curtis Cooley

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Hercules Exhibit PHOTO CREDITS

INTRO

Intro: towing caisson SAFR B5.23,298

BUILDING HERCLES - 1907

Mural: Hercules SAFR I1.7910
Panel-H: Drydock SAFR 2113
Panel-V
- John Dialogue Courtesy www.dvrbs - link Camden People
- Captain Gray SAFR Pacific Marine Review, 1927
- Nautical Gazette Steamship Historical Society, Cover of the Nautical Gazette
- Dialogue Shipyard Ad from New York Daily City Gazette. Feb. 24, 1875
- Boiler SAFR 728

THE MAIDEN VOYAGE – 1907-08

Log Book & Love Letter
- Dan Thompson SAFR P86.044
- Log book SAFR HDC 237, folder 4
- Family portrait Courtesy of Harry Frank's Family
- Letters Courtesy of Harry Frank's Family
Mural: Herc+Goliah SAFR A1.28,716
Panel-H SAFR detail of above
Panel – V: Sailor Courtesy of Jeff Lautier: USS Skandawati (YTB370)

DEEPWATER TOWBOAT – 1908-1924

Mural Monster Raft SAFR D5.25,935
Mural-2 Men on raft SAFR D5.25,940
Panel – H: Salmon Detail of Alaska Packer can label, SAFR
Panel – V
- Towing ship: SAFR J5.28,407
- Towing caisson SAFR B5.23,258
- Towing drydock SAFR B5.8,315
Three Chime Whistle Courtesy Joanie Morgan

WORKING IN THE RAILROAD – 1924-1964

Mural: RR barge SAFR B5.21,068
Panel-H: Bill Oliveri SAFR
Panel – V
- Pilot House SAFR P78-001.55
-2 Crew (clockwise) SAFR P85-053.6n
- 7 crew SAFR P85-019n
- railcar slip SAFR P85-054
- 5 crew, interior SAFR P85-053.5P
- 8 crew, wheelhouse SAFR B12.28,406.1d
Insignia – RR barge SAFR B5.21,068

SAVING HERCULES

Mural Courtesy of Joanie Morgan
Morgan
Panel – H (Henry) Courtesy of Joanie Morgan
Morgan
Panel-V (Stewardship)
- HerculesDrawing SAFR HSR
- Docking SAFR 2185
- Drydock SAFR 2113
- Volunteers
- Park Rangers SAFR
- Staff assist SAFR 759
Volunteers w/copper pipe Courtesy of Erik Olsen

IN HONOR OF HARRY MORGAN

Harry Morgan Courtesy of Joanie Morgan

STEWARDSHIP & PARK MISSION

Mural - Ranger SAFR

Mural: Engine Room SAFR 716
Mural: Steaming SAFR 768
Poster
- Visitor SAFR
- Aerial SAFR - Bob Ecker
Ceremony on HSP SAFR



Entry to Exhibit with Capstan Plate: SAFR 9216



Hercules Exhibit



Video: "*Hercules Steams - Sausalito to Hyde Street Pier*" - December 2, 1995 (8 minutes)



Video: "The Steam Tug *Hercules*, the Last of Her Kind"
The video is a ranger led tour of the tug created for virtual access when the vessel is closed due to tides, as well as for ADA accomodation.

"She was the best we had."

Captain Fred Klebingat



The Labors *of* HERCULES

100th Anniversary of
the Steam Tugboat *Hercules*
1907-2007



HERCULES

The Labors of HERCULES

Like the legendary Greek strongman who was tasked to accomplish twelve extraordinary "labors", the tugboat *Hercules* was fated for a life of strenuous challenges. She towed monster rafts of timber as well as a giant twenty-thousand ton drydock. Her epic maiden voyage took her fourteen thousand miles from Camden, New Jersey to San Francisco by way of the Straits of Magellan with her sister tug, *Goliath* in tow. She was built to work tows in the open Pacific out of San Francisco, along the forbidding lee shore that is the West Coast.

Cunning and Brute Force Like her mythic namesake, the tug *Hercules* needed human cunning as well as brute force to perform her daunting tasks. Tugboat crews were the elite of the seagoing workforce. *Hercules'* "Black Gang" kept her thousand horsepower engine smoothly churning through any conditions of wind and sea. Her deck crew and officers were masters at finely maneuvering impossibly heavy loads. Men and boat united to deliver critical force at precisely the right moment.

100 Years Later...we honor the ship and the people who labored on the legendary tugboat *Hercules*.

A color book for the Panama Canal about the mighty Hercules.

Model of Hercules

This model, by Harold Sommer of Sausalito, shows the vessel in her original ocean-going configuration with a shorter wheelhouse and two masted schooner rig. Sommer spent his working life on Bay tugs, starting on steam tugs just after World War II.

Hercules' Life Buoy

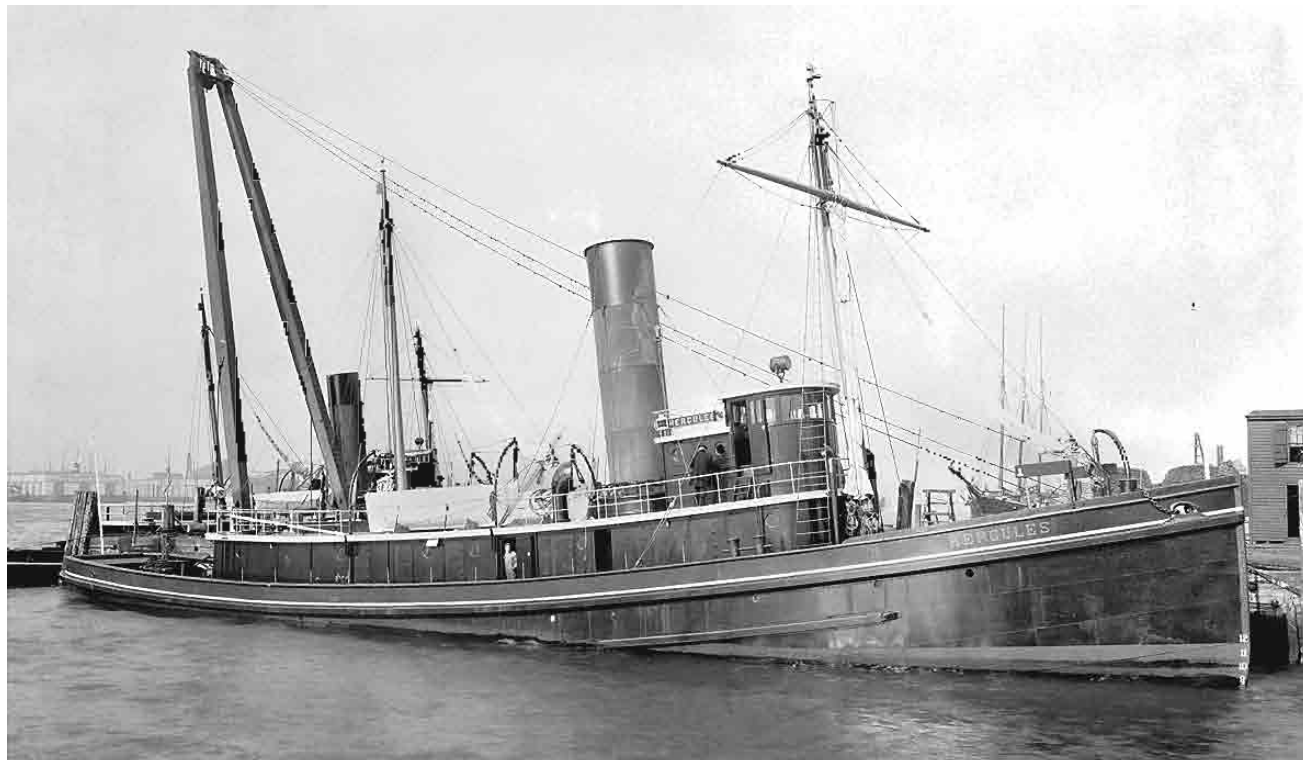
This life ring probably dates from the Western Pacific railroad period, between 1924 and 1962.



Harold Sommer, *Hercules* model builder



Hercules model: loaned by Harold Sommer • Life ring: SAFR 13210



02M_L1.7910 Hercules_Goliath.tif

Building *Hercules* 1907



"These tugs are a little too narrow and too deep. I'm going to be losing men off them when a sea comes aboard."

Captain William Gray

Captain Gray, the manager of the Red Stack Tugs in San Francisco, went East in 1907 to inspect the tugs under construction. He thought they were too narrow for West Coast conditions. He was able to get the *Goliath* widened out by a foot, as she was still in frame. The *Hercules* was already plated, and could not be altered. She was always known as the wetter of the two boats.

Hercules' narrow hull is evident in this recent drydock photo.

Building *Hercules*



John H. Dialogue
Shipbuilder



Captain Gray
Red Stack Manager

East Coast Reputation



The "Red Stack Tug" of San Francisco went to the John Dialogue yard in New Jersey for their two new tugs because they knew they would get excellent boats at a good price. Dialogue was world famous for building steam tugs. Captain William Gray of San Francisco was a highly esteemed seaman and Red Stack's manager, who was sent to the shipyard to supervise the construction. Union Iron Works in San Francisco could have built fine tugs as well, but higher costs on the West Coast made them more expensive.



Park volunteer Tom Mac Fadyen lights the oil-fired boiler.

West Coast Innovation

Both *Hercules* and *Goliath* were fitted with oil-fired boilers. This was a West Coast innovation. There was little good coal here, but lots of petroleum.

Hercules towed Goliath to San Francisco!



DAY 72

CAPTAIN'S LOG

Saturday April 11th
72 days
9:30 AM. Arrived at San Francisco and Anchored at Mags.
Sunday April 12th
In San Francisco Bay 7am Docked all [through] and prosided to green St. Dock and Tied up.
Monday April 13th
at S.F. All hands paid of

DAY 42

CAPTAIN'S POST VOYAGE INTERVIEW

Thursday, March 12th
It was shut in thick, with hail and rain squalls. Hercules started up on end at times... Some of the hands thought we would never weather it, but we did, and it seemed as much through good fortune as good seamanship

DAY 40

CAPTAIN'S LOG

Tuesday March 10th
40 days
7am Commence to take fuel from Goliath
9PM finished fueling Chief Engineer and all hands on shore and we also took on 16 tons of fresh water

CAPTAIN'S LOG

Tuesday March 12th
42 days
6:40AM Underway from Cape Horn
Anchored fresh westerly Gale & SNOW equals Cours V.

Harry went ashore and mailed his sweetheart's letter home.

DAY 38

CAPTAIN'S LOG

Sunday March 8th
38 days
2:50PM Dropped Anchor at the entrance of Straits of Magellan thick fog.

HARRY'S LETTER

...Well dearest, we go into the straits tomorrow and I do not know if I will get another chance to write. I know my people are worried about me. I wish I could mail them letters every week so they would know all is well.
Your loving friend, Harry

Grammar and spelling are as written in the original texts.

CAPTAIN'S LOG

Saturday Feb 1st 2 day
12 noon...wind south a Strong Gale. Tug's Port side all under Water had to pump Oil to Starboard Side and holding Tug head to wind and Sea... 4:00 PM Barometer 29.50 and falling. S.W. & Blowing a gale with high confused Sea.

HARRY'S LETTER TO ISABEL

...the one side of the ship went under water six feet. All the staterooms were flooded. We had about five feet of water in the bottom of the boat. All the pumps running and used buckets besides to get the water out of the ship.

DAY 2

CAPTAIN'S LOG

Wed. Feb 26th
1908
27th day out.
5:30am...Cape Frio Starboard Beam 11 mile Altered Cours S42o West Wind fresh N.E. Breeze & Clear weather.

HARRY'S LETTER

...At five o'clock this morning we saw land for the first time since we sailed. Cape Frio... just north of Rio De Janeiro. How I would have liked to get on that land just long enough to get a good drink of fresh water.

DAY 27

CAPTAIN'S LOG

Monday March 2nd
32 day out.
7-AM...this day very fine weather and off River Plate.

HARRY'S LETTER

Yesterday [March 2] we saw a large sea turtle...about four feet across the back...we have seen flying fish by the thousands. They are fine eating. Some night we caught as high as two dozen of them.

DAY 32

Hercules towed Goliah to San Francisco!



03M_MaidenVoyage_Flev1.ai

The Maiden Voyage 1908



CAMDEN to SAN FRANCISCO: JANUARY 30 to APRIL 11, 1908

"Two vessels left the Delaware River last week on what promises to be a memorable as well as record breaking voyage. They were the new sea-going tugboats Hercules and Goliah. They are bound for San Francisco via the Straits of Magellan and what is unusual [is that] the Goliah is being towed by the Hercules."

The Nautical Gazette, February 6, 1908

The tugs *Goliah* and *Hercules* were among the last of a long line of East Coast steamers that came West through the Straits of Magellan. An earlier paddle-steam tug, also named *Goliah*, had come out from New York in 1850.

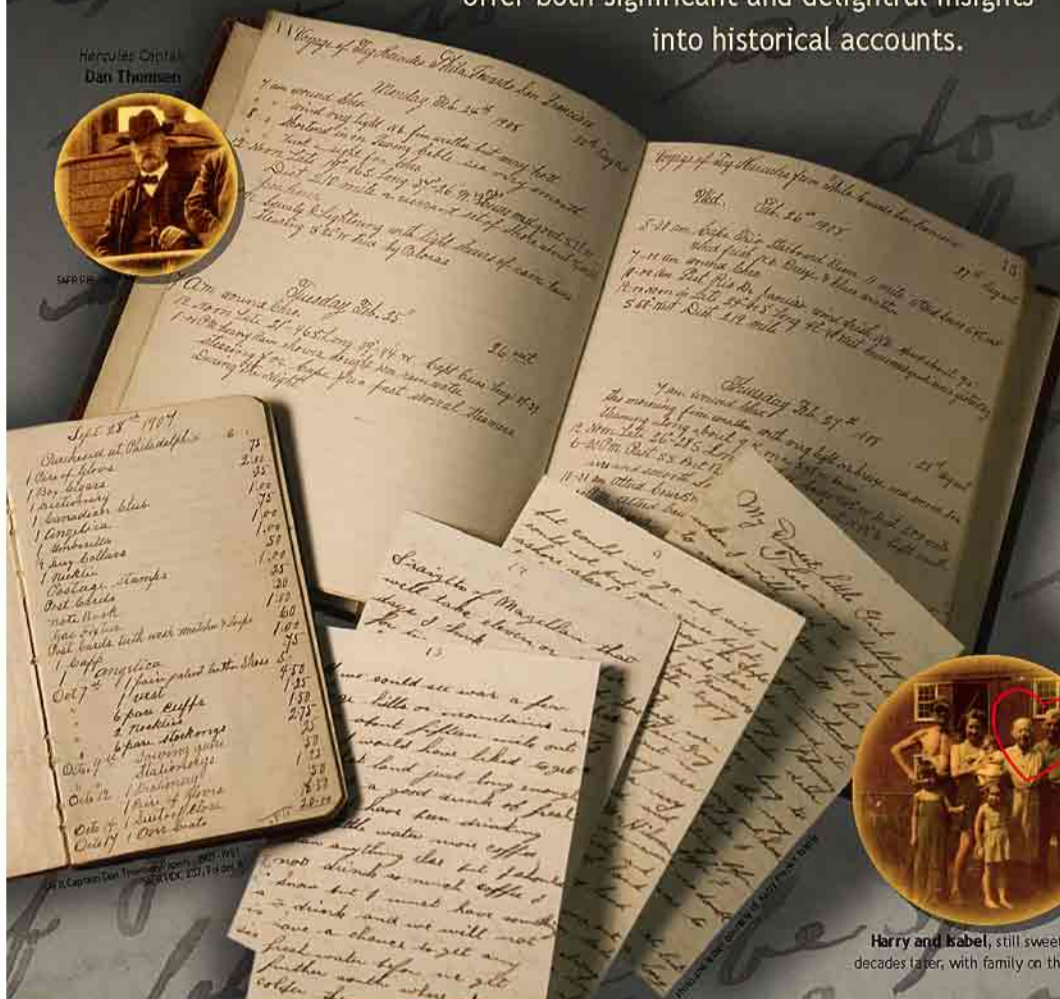
A Log Book & Love Letter

The 1908 maiden voyage log book and personal shopping list were written by *Hercules'* Captain Daniel C. Thomsen. The love letter was penned by 26 year old *Hercules* crewman, Harry Frank to his sweetheart, Miss Isabel Johnston back home. Excerpts from both accounts — written on the same days — offer glimpses of this voyage from two very different points of view. Family histories can offer both significant and delightful insights into historical accounts.

Hercules Captain
Dan Thomsen



SAFE CO.



Harry and Isabel, still sweethearts
decades later, with family on their farm.

The Maiden Voyage



A tugboat sailor in heavy seas.

"My Dearest Little Girl,

We sailed at last...A few hours out at sea we could not be on deck at all, the wind was so strong it would have blown me overboard...large breakers were also rolling over the side of the boat...

Talk about rolling...one time the ship took a dive and I thought it would never come up again. Another time it was struck on the side with a large breaker and the one side of the ship went under water six feet.

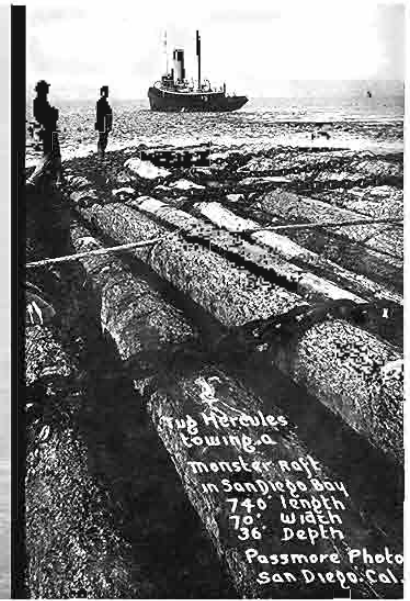
My seasickness lasted only 2 days, since then I've been feeling fine...

Loving your friend, Harry"

The above quote is from a letter written by 26 year old Hercules crewman Harry Frank to his future wife, Miss Isabel Johnston. During the voyage and throughout his letter, Harry wrote home about the thrills of the first voyage, the frustrations at being separated from loved ones, and the possibility of death through the fury of storm tossed seas.



D5.25,935 Benson raft.



D5.25,940 Monster raft

2 Panel mural.tif

Deepwater Towboat 1908-1924



Gone Fishing *"We picked up six million feet of timber in a raft to tow south to San Diego. Long, slow lazy days, making no more than 3 knots...we rigged a fishing line ...and caught beautiful king salmon on the way."*

Albert J. Hooy, Hercules crewman, 1919

Deepwater Towboat



Competition was fierce to tow sailing ships into and out of San Francisco Bay. *Hercules* is towing the schooner *W.J. Pierre*, ca 1910.



Towing a caisson for the Panama Canal.



Delivering a drydock section for the Moore Yard, from Seattle to Oakland.

*She could steam for 30 days or
8,000 miles without refueling.*

Unlike smaller and more familiar harbor tugs, *Hercules* is an **ocean** tug whose very appearance presents a sense of strength. She towed ships, oil barges, a caisson used in construction of the Panama Canal, dry dock sections to Hawaii, and monster log rafts of 6 million or more board feet worth of lumber. Long ocean tows and fearsome storms required her to have a powerful engine, a big boiler, massive fuel tanks, and enough living space for up to seventeen crew working day and night.



The whistle sounds when the steam pours over the lip of the chime.

The same thing happens when you blow air over the lip of a soda bottle, or play a flute.

Three-Chime Steam Whistle

This whistle was mounted on *Hercules'* smoke stack in 1918, when she went to work for Rolph Coal and Navigation. The Park Service later replaced it with a single chime like her original whistle.



Deepwater Towboat



Competition was fierce to tow sailing ships into and out of San Francisco Bay. Hercules is towing the schooner W.M. Patton, ca. 1900.



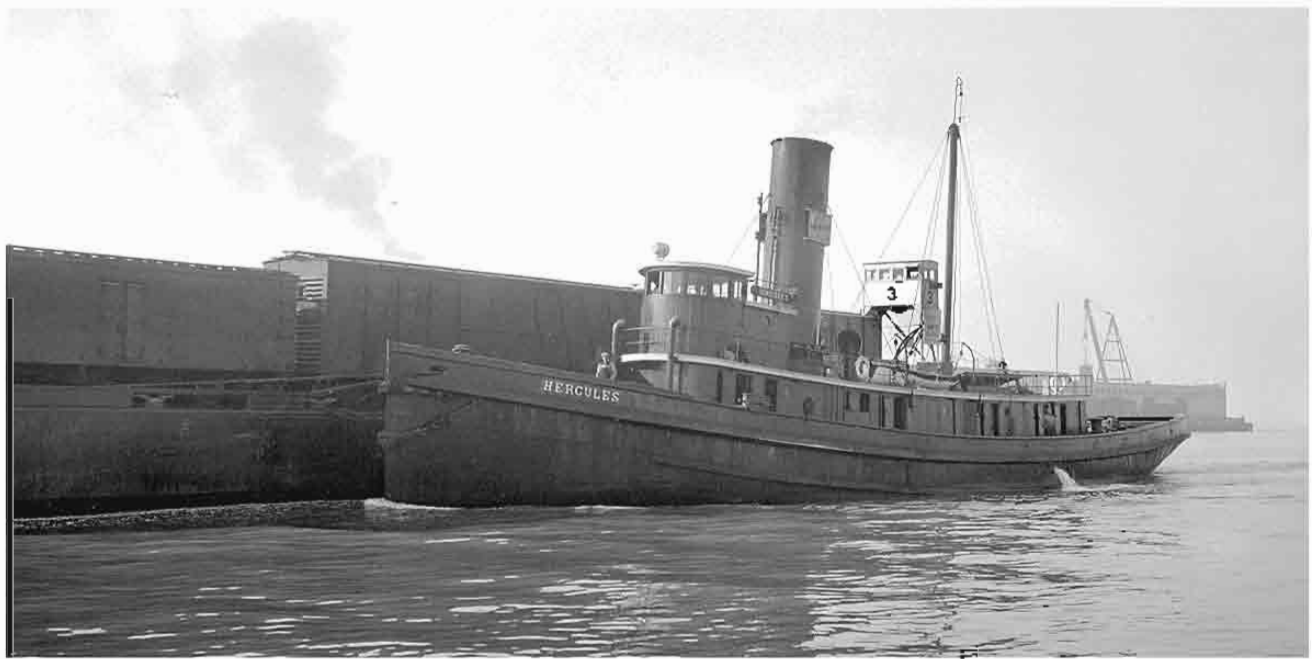
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05M_B5.21,068 RR barge.tif

Working on the Railroad 1924-1964



"I'd get up steam in the boiler and go up top as it got hot down there. I'd sit there in the doorway enjoying the cool air and listening to music on my radio. I'd have to zip back down to the boiler room because as soon as the engine slowed or stopped, the steam pressure could build very quickly to a dangerous pressure and I had to be there to put the burners out."

"Tugboat Bill" Oliveri, Interview with Christopher Edwards

On a visit in 2007, "Tugboat Bill" shows us the boiler he refers to.

05MP_RAILROAD_v10ai.ai

Working on the Railroad



A New Pilot House

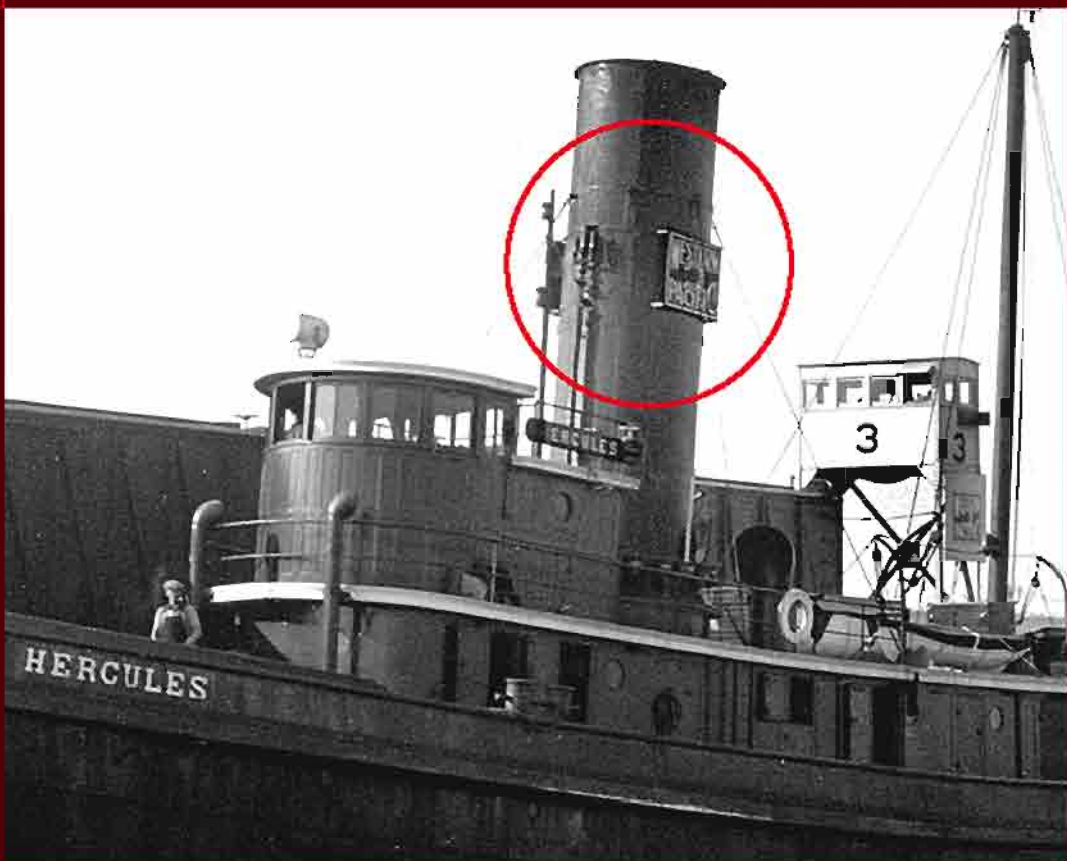
Hercules' work for Western Pacific Railroad confined her to San Francisco Bay. Because she now towed rail barges alongside "on the hip" it was necessary to construct a new and higher pilot house. This allowed the pilot to see clearly over the rail-loaded barges.

A Smaller Crew

There was no longer a need for three watches. Working on the bay permitted her crew to do a day's work and then go home. As a result, the crew was much smaller and overcrowding was eliminated.



Today, you can still see *Hercules'* old railcar slip at Central Basin south of the ball park.



Western Pacific Insignia

Hercules carried an identical baked enamel insignia on both sides of her smoke stack during her railroad years. The three-chime whistle is still in use.

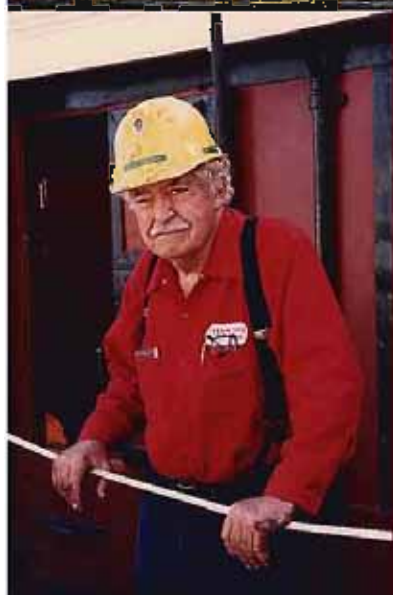


Western Pacific Rail Road sign from stack. SAFR 17031 (as seen in archival photo)



06M Morgan volunt.tif

Saving Hercules 1975-1991



"I don't do these things for publicity or recognition. What I do care about is the survival of these ships and I hope the people who come after me care about that too."

Chief Engineer Harry Morgan, statement quoted in the Pacific Shipper March 16, 1998

Often the survival of a ship in a moment of crisis is due to the skilled and sometimes desperate efforts of her crew. These moments of crisis do not always occur in a storm at sea. Sometimes they occur in a calm harbor where the enemy is not the wind swept waves of a storm, but rather time and neglect. This most often leads a vessel to a watery grave. The few that survive, often owe their continued existence to retired mariners who are again responding to a ship in need. Chief Engineer Harry Morgan was one such mariner.

National Park Stewardship



An Historic Structure Report for the National Park Service documented *Hercules'* cultural history, architecture, and condition.

She's the last deepwater steam tug in America.

In 1986, *Hercules* was designated a National Historic Landmark. Today, Park Service staff and volunteers take pride in maintaining this legendary tug.



Hercules under tow returns to Hyde Street Pier following drydock repairs. The park's moorings crew readies the lines.



Drydock repairs at the shipyard.



Volunteers work inside and out.



Park rangers lead visitors on tours.



Staff assist in documentation.



Volunteers worked on and tested the copper steam pipes during restoration.

Copper Section of Main Steam Line

Six inch piping delivered steam from the boiler to the engine and was traditionally made of pure copper. Copper was easier to bend or hammer to shape, and responded to heating and cooling cycles with less fatigue than mild steel. This section was removed when sections of the wall were found to be dangerously thin.



Notice the original hammer marks just inside the open end.



Copper steam pipe removed during restoration. (no collection # at this time)

In Honor of Harry Morgan



Chief Engineer Harry Morgan led the volunteer effort to restore the *Hercules* to operating condition.

Photo: Joanie Morgan

"I don't do these things for publicity or recognition. What I do care about is the survival of these ships and I hope the people who come after me care about that too."

Harry Morgan

Quoted from his obituary in the Pacific Shipper, March 16, 1998

Often the survival of a ship in a moment of crisis is due to the skilled and sometimes desperate efforts of her crew. These moments of crisis sometimes occur in the backwaters of a calm harbor where the enemy is not the wind swept waves of a storm, but rather time and neglect. This most often leads a vessel to a fatal disposition. The few that survive often owe their continued existence to retired mariners who are again responding to a ship in need. Chief Engineer Harry Morgan was one such mariner responding to the call for volunteers to restore the liberty ship *SS Jeremiah O'Brien* and the steam tug *Hercules*.



**San Francisco Maritime
Celebrates *Hercules*'
Centennial 1907-2007**

A *Hercules* exhibit will open in the Visitor Center, early July.

A Tugboat Festival: September 22
A day filled with special tugboat tours, music, films, arts & crafts, tug experts and more.



07M_PeterTour_SAFR.jpg

National Park Stewardship Our Mission



The National Park Service preserves
unimpaired the natural and cultural
resources and values of the national
park system for the enjoyment,
education, and inspiration of this
and future generations.

Excerpt from NPS Mission Statement



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DECEMBER 2, 1995

Hercules Steams

➤ Sausalito to Hyde Street Pier ◀

8 minutes

You can board *Hercules* at Hyde Street Pier...



Explore *Hercules*' engine room, crew's quarters, wheelhouse, galley and deck.

Pull the lever, start the steam engine...
Hear the mighty pistons pound!



Visit All the Historic Ships

Hercules, tugboat - 1907

The Ark Houseboat

C.A. Thayer, lumber schooner - 1895

Balclutha, full rigged ship - 1886

Eureka, ferryboat - 1890

Alma, scow schooner - 1891

 Hyde Street Pier and the Ark are **FREE**

Fee to board ships: \$5 Adult, Under 16 **FREE**

Fee booth is on Hyde Street Pier



Not Accessible: Hercules, Ark, Thayer and Alma. Ark a ranger for a park Universal Access Guide.
A Virtual Tour of the Ships is available at a computer kiosk in the Visitor Center.

⌘ OCEAN-GOING STEAM TUGBOAT ⌘
Hercules Centennial
1907 - 2007



The Labors *of* HERCULES

IN THE BACK GALLERY

AN EXHIBIT celebrating the history and restoration of the park's
ocean-going steam tug *Hercules*. Video • Artifacts • Photography

You can board *Hercules* AT HYDE STREET PIER



*Pull the lever, start the steam
engine... Hear the mighty
pistons pound!*

Explore *Hercules*' engine room, crew's
quarters, wheelhouse, galley and deck.



Not Accessible.
A Virtual Tour of the ships is on the computer to your left.

San Francisco Maritime
Tugboat Festival
Honored the 100 year
old *Hercules*

September 22, 2007

The park honored Harold Sommer,
former *Hercules* Captain
(wearing the white flat cap).
Steve Canright, park historian (right).

